NEW HAMPSHIRE

Current Transportation Condition:
- 22% of major roads are in poor condition\(^1\)
  - ASCE road grade of C\(^-2\)
  - Poor road conditions costing motorists $451m a year - $424 per motorist
  - 135 traffic fatalities in 2013\(^3\)
- Vehicle travel on NH’s highways has increased by 31% from 1990-2013,\(^4\) while the population grew by 19 percent.\(^5\)
- 51% of NH’s major highways are congested\(^6\)
  - Traffic congestion costs American motorists $121b a year in wasted time and fuel\(^7\)

Commerce:
- 63% of the $38b in commodities delivered annually from sites in NH is transported by trucks on the state’s highways.\(^8\)

Need for Federal Investment:
- 68% Federal share of NH Highway Capital Program\(^9\)
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.\(^10\)
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

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FAST Act → What this does for New Hampshire

Prioritizing Bridge Reconstruction and Safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - NH’s 324 structurally deficient bridges – 31% are structurally deficient or functionally obsolete\(^11\)
  - Current ASCE bridge grade of C\(^12\)

\(1\) TRIP
\(2\) ASCE
\(3\) FHWA
\(4\) TRIP
\(5\) US Census
\(6\) TRIP
\(7\) Ibid.
\(8\) TRIP
\(9\) AASHTO
\(10\) AASHTO and FHWA
\(11\) FHWA
\(12\) ASCE
Improving Commerce:

- Over the life of the bill (FY2016-FY2020), NH will receive $26,324,334 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, NH, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5-year Certainty:

- Total share over 5 years of the FAST Act: $959,972,418 that the state would not get otherwise.
- 100 projects at risk without federal investment\(^{13}\)
- Major State Projects that can benefit from the FAST Act:\(^ {14}\)
  - Expansion of I-93: The heavily used highway needs updates from bridge replacements, lane reconstructions, and ramp reconstructions
  - US 1 Bypass – Bridge Replacement & Paint Over Piscataqua River
  - NH 16, US 4 & Spaulding Turnpike – Exit 6 Interchange and Mainline Turnpike Construction, Including sound walls
  - NH 16, US 4 & Spaulding Turnpike – Rehab of Existing Little Bay Bridge & Bridge Approach Construction

- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on NH’s ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase NH’s ability to efficiently finish projects.
- FAST gives NH the ability to prepare for the next 50 years. With a focus on innovation, NH can better deploy technology to improve the state transportation network.

\(^{13}\) AASHTO
\(^{14}\) AASHTO